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[CHINA MAIL'S EXCLUSIVE SERVICE.]

[RECEIVED ON JUNE 30, AT 7.16 P.M.]

THE RUSSO-JAPANESE WAR.

RUSSIAN CORRESPONDENTS' STORY.

Two Days' Hard Fighting.

Japanese Artillery Superior.

The Russian correspondents' descriptions of the fighting, which resulted in the general advance of the Japanese forces, show that two days' hard fighting took place on June 26 and 27, along the Phoyuen-Haicheng road.

The Japanese again demonstrated the superiority of their artillery fire.

This was responsible for the Japanese again carrying the day and compelling the Russians to evacuate the formidable positions they had taken up.

OCCUPATION OF FENSHUING.

RESULT OF FIERCE ENGAGEMENTS

Russians Surrounded

Our Japanese army reports the result of the occupation of Fenshuing. The result, forming three columns, commenced the operation for occupying Fenshuing on the 26th inst. where the Russians had constructed a semi-permanent fortification with four gun emplacements, wire entanglements and abatis. They offered a stubborn resistance, but our detachments, after some fierce engagements, succeeded in surrounding the enemy, and finally took Fenshuing on the 27th inst.

The enemy's dead found on the main road numbered over 400, while those left in the hands of the Japanese were estimated at 1,000.

Six Russian officers and 82 men were captured.

The total casualties are estimated at 1,400.

TROPEDO ATTACK AT GENSAN.

RUSSIANS BOMBARD THE TOWN.

Our Consul at Gensan reports that early on the morning of the 30th inst. six Russian torpedo-boats entered the port and fired about 200 shots upon the Japanese settlement, sunk one steamship and one sailing vessel, and then rejoined three ships outside the harbour and disappeared.

Two Corvettes and two soldiers were slightly wounded. The damage done to the buildings was insignificant.

[N.C. DAILY NEWS SERVICE.]

The Command in Manchuria.

Marshal Oyama has been appointed Supreme Commander, and is to be replaced by Marshal Yamagata.

Baron Kodama is appointed Chief of Staff and Quartermaster-General, and is to be replaced by Major General Nagata.

They start shortly for Manchuria.

The Progress of the Second Army.

It is learnt that the Russians are retreating northward from Kaiping.

There is a general consensus of opinion that Pashichian will be the next scene of a big battle.

The vanguards of the Japanese and Russians in Kuantung are now within 2,000 metres of each other.

The New Commander-in-Chief.

Tokyo, June 24.

The appointments of Marshal Oyama and Baron Kodama are widely hailed as being a case of the right man in the right place.

The appointment of Baron Kodama as Chief of Staff to Marshal Oyama is compared with Lord Roberts having Lord Kitchener as his Chief of Staff in South Africa.

General Kuropatkin in the Field.

It is believed that General Kuropatkin has already arrived in Kaiping or its vicinity, as he was travelling south by rail prior to the battle of Tielizhe.

A Skirmish on the Road to Liaoyang.

One Russian regiment of Infantry and one of cavalry, and a battery of artillery attacked Aiyangpennon, south-east of Shalmachi, advancing from Shalmachi, on the 22nd inst., and were forced to retreat at night to Hainkilling.

One Japanese major was killed. The Russian casualties as far as known were five killed and twenty wounded.

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[CHINA MAIL'S EXCLUSIVE SERVICE.]

[RECEIVED ON JUNE 30, AT 7.16 P.M.]

THE BALTIC SQUADRON.

INSPECTION BY THE TSAR.

Patriotic Duty's Call.

LONDON, June 30.

The Tsar of Russia, Grand Admiral Alexei, and the Minister for Marine yesterday inspected the warships for the Far East at Cronstadt.

The Tsar addressed the workmen and urged upon them that it was their patriotic duty to complete the vessels at the earliest possible date.

An extra day's pay was granted to all the workmen.

[RECEIVED JUNE 30, 7.16 P.M.]

THE KING'S VISIT TO GERMANY.

HIS MAJESTY DEPARTS

LONDON, June 30.

The King left Kiel yesterday after making his farewells to the Kaiser.

[REUTERS'S SERVICE.]

BRITISH PARLIAMENT

Army Debate.

LONDON, June 29.

In the House of Commons Army debate, Mr Arnold Forster (denied that recruiting had fallen off, but admitted that it was difficult to exaggerate the seriousness of the position due to the failure of men to extend their period of service. Fortunately the extensions in India had been adequate and the difficulty was not acute. The remedy consisted in substituting for the present system, one more in harmony with the conditions of the Empire.

Mr Arnold Forster emphasized the complicated nature of Army reorganisation, especially the Indian problem; he believed the task of reorganisation was arduous, and was convinced that the question must soon be dealt with in a drastic manner. He asked members not to press unduly.

Mr Balfour said the difficulties were only difficulties of detail, and he hoped Mr Arnold Forster would be able to make a statement at no distant date.

THE WAR.

Humane Order by Kuropatkin.

A St. Petersburg semi-official says that General Kuropatkin has issued an Army order at Liangyang, directing the troops to treat the fallen or captured Japanese with a respect due to brave foes and to care for the wounded in the same way as they care for the Russian wounded. The telegram adds that this is doubtless in response to the excellent treatment of the wounded Russians in the Japanese hospitals.

RUSSIAN SUB-MARINE SUNK.

A St. Petersburg telegram says that thirty-two men yesterday entered the Submarine Delfin, the normal of which was ten men. The additional weight caused the boat to sink prematurely and the lieutenant and twenty men were drowned. The Delfin was recovered.

A HARBOUR ACCIDENT.

Three Men Missing.

An accident happened in the harbour on Wednesday evening which has resulted in the disappearance of three coolies. From particulars which have been supplied to the police it appears that thirty-seven coolies were proceeding from the Naval Yard to Hongkong about 7.30 p.m. on Wednesday last in a coolie boat and when in the vicinity of Kallott's Island their boat was struck by a strong gust of wind. Some sail was set, and while the men were endeavouring to lower it the boat capsized throwing them all into the water. The accident was witnessed by some blue jackets from the H.M.S. Ocean, who immediately rowed to the scene and with the aid of another boat that came up, did good work in rescuing the coolies. While the men were being pulled out of the water some others were heard knocking on the upturned boat and after an attempt to right it the blue jackets cut a hole in the bottom and rescued three men who were imprisoned underneath. Thirty-four men were picked up and as the Captain and two coolies who were known to be aboard, have not since been heard of it is feared that they were drowned.

The Peking-Chinkiang Railway.

The Tientsin correspondent of the N.C. Daily News writes that there seems to be a hitch somewhere in this contract which was given to a German-English syndicate, work to be begun as soon as the Tientsin-Chinkiang line was finished. Surveying had begun, and the engineers were ready to begin work on both ends of the line. Now the contracts of the engineers have been cancelled, and they are leaving next month for home. It is supposed that there is some trouble with the Chinese.

GOOD for young and old is STORON'S. It cures the blood, aids digestion, improves nutrition.

SANITARY PROSECUTIONS.

Mr Hewett's Motion Negatived.

At a meeting of the Sanitary Board held yesterday afternoon Mr E. A. Hewett, pursuant to notice moved.—That no prosecutions be instituted by any Officer deputed by the Board under Section 30 of the Public Health and Buildings Ordinance 1903, until the matter has been approved of by the Sanitary Board, or in his absence, by the Vice-President.

Mr Hewett said that he was not a member of the Sanitary Board while the Building Ordinance was passed, and consequently he was not aware of the nature of the arguments upon which the Sanitary Board were appointed under Sec. 30 of the Ordinance. Some time later a question arose in connection with the prosecutions being undertaken by Inspectors without reference to a responsible member of the Board. On that occasion he spoke very strongly against the practice, but as the majority of members were against him, he had to let the matter drop. The case of the Godown Company further confirmed the opinion he held more than a year ago. On April 11 a notice was sent to the Secretary of the Godown Company calling upon him to have certain work done in the servants' quarters of three European houses. He was a director of the Company himself, and therefore had a small interest in it, but that had nothing to do with the matter. Mr Osborne put the notice into the hands of his European overseer, and to the best of his belief the work was carried out. Some time afterwards Mr Osborne received a letter from the Sanitary Board stating that nothing had been done. He then wrote to Mr Osborne twice saying that the work had been properly carried out, and that he did not think it was the wish of the Board to worry people unnecessarily, and asking that the matter be brought to the notice of the Board. The letter was written on May 9, but although Mr Hewett had written to the Board and asked that it be laid on the table it was not until yesterday that the members of the Board were informed of the prosecution. The only reason Mr Osborne had to appeal to the Board, he said, was that he had been told by the Sanitary Board that the work had not been done. He had no objection to the work being done, and was satisfied that he had done everything he possibly could to meet the wishes of the Board. It was not until some time later, when he received a summons to appear at the Police Court, that he found out that the work had not been done. He was distinctly wrong that such important work should be relegated to subordinate officers of the Board, for they might find themselves in a false position, and they might individually and collectively as members of the Board be held responsible for the work of the servants of the Board. This he clearly proved that it was wrong that this work should be put into the hands of the inspectors, and therefore he proposed recurrence of such a thing he brought forward this motion. There were a few remarks made by the members of the Board, but Mr Osborne said that he had no objection to the work being done, and was satisfied that he had done everything he possibly could to meet the wishes of the Board. It was not until some time later, when he received a summons to appear at the Police Court, that he found out that the work had not been done. 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Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

named—	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	Bengal	July 1st	See Special Advertisement
SINGAPORE, COLOMBO & BOMBAY	G. W. HENRIKSEN, R.N.	About 7th July	Freight only.
LONDON & ANTWERP	Candia	About 8th July	Freight only.
YAMA, VIA SHANGHAI, MOJI & KOBE	Borneo	About 10th July	Freight and Passage.
SHANGHAI	G. W. HENRIKSEN, R.N.	About 14th July	Freight and Passage.

* Calling at Penang if sufficient inducement offers.
For further particulars, apply to
P. & O. S. N. Co.'s Office,
Hongkong, July 1, 1904.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.

Empress Two Screw Steamships—8,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 8 to 7 Days across the Pacific.
Proposed sailings from Hongkong: (Subject to Alteration.)
R.M.S. EMPRESS OF JAPAN 6000 Tons..... Wednesday, July 13, 1904.
R.M.S. ATHENIA 3882 Tons..... Wednesday, July 20.
R.M.S. EMPRESS OF CHINA 6000 Tons..... Wednesday, Aug. 3.
R.M.S. EMPRESS OF INDIA 4425 Tons..... Wednesday, Aug. 10.
R.M.S. EMPRESS OF AUSTRALIA 6000 Tons..... Wednesday, Aug. 24.

Hongkong to London, 1st Class..... via St. Lawrence £60. via New York £82.
Intermediate on Steamers..... £40.
1st Class Rail £40.
THE magnificent "EMPEROR" STEAMSHIPS passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.
For further information, Maps, Guides, Books, Rates of Freight and Passage,
apply to
D. W. CRADDOCK, Acting General Agent,
Pedder Street,
Hongkong, June 22, 1904.

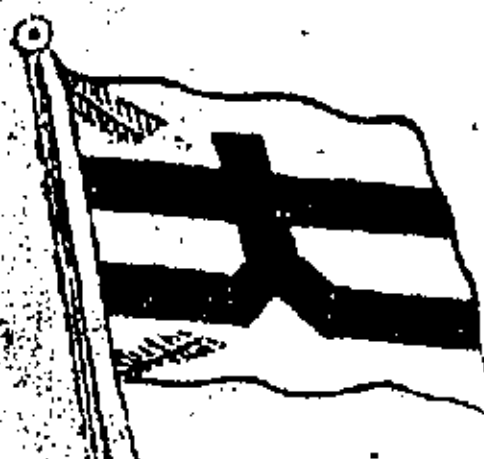
PORTLAND AND ASIATIC STEAMSHIP COMPANY.

8 sailings from HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
NICOMEDIA	4370	WAGNER	July 16, 1904.
ARABIA	4483	BAILE	August 14, 1904.
ARAGONIA	5108	SCHULTZ	Sept. 14, 1904.
NOMANTIA	4370		Oct. 14, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, June 30, 1904.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

For	STEAMERS	LEAVING
TAMSAI, VIA SWATOW AND AMOY.	FRITHJOF	SUNDAY, 3rd July, at 10 a.m.
FOOCHOW, VIA SWATOW AND AMOY.	TRIUMPH	WEDNESDAY, July 4, at 10 a.m.
TAMSAI, VIA SWATOW AND AMOY.	M. STURGE	SUNDAY, 10th July, at 10 a.m.
ANPING, VIA SWATOW AND AMOY.	TRITOS	WEDNESDAY, July 13, at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of affairs permit the Company will resume running with its specially designed new Steamers.
For Freight, Passage and further information, apply to the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.
T. ARIMA, Manager.
Hongkong, June 29, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

Proposed sailings from HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
LYRA	4417	G. V. Williams	July 9.
SHAWMUT	5606	W. M. Smith	September 1.
TREMONT	5606	T. W. Garlick	October 1.

† Cargo only.
FOR MANILA.
The largest, steadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT 5606 tons Capt. W. M. Smith About 15th August.
S.S. TREMONT 5606 tons Capt. T. W. Garlick About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
QUICK SERVICE.
ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw S.S. Shawmut and Tremont have just been fitted with very superior accommodations for First and Second Class Passengers. The large size of these vessels ensures cleanliness and comfort. Electric fan in each room. Barber's shop and steam laundry. Cargo landed in hold.

PARCELS EXPRESSED TO THE UNITED STATES AND CANADA.
For further information, Apply to
Doddwell & Co., Limited,
GENERAL AGENTS,
QUEEN'S BUILDINGS,
Hongkong, July 1, 1904.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AFRICAN, JAPAN, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	ONPA	11th July.
GLASGOW AND LIVERPOOL	SARPEON	15th July.
GLASGOW AND LIVERPOOL	PELEUS	23rd July.
GLASGOW AND LIVERPOOL	AXAX	29th July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP, YANZHOE		5th July.
* GENOA, MARSEILLES & LIVERPOOL, DIOMEDE		15th July.
LONDON, AMSTERDAM & ANTWERP, KINTUCK		19th July.
LONDON, AMSTERDAM & ANTWERP, KEMUN		2nd Aug.
LONDON, AMSTERDAM & ANTWERP, MOVENS		16th Aug.
* GENOA, MARSEILLES & LIVERPOOL, SARPEON		29th Aug.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, AND all PACIFIC COAST PORTS, via N'KI, KOBE & YOKOHAMA.	ONPA	14th July.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, June 24, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	CHINHO	5th July.
MANILA	TRAN	8th July.
SHANGHAI	CHANGCHOW	8th July.
SHANGHAI	WUJEN	7th July.
SWATOW, CHEFOO AND TIENTSIN	CHILL	8th July.
YOKOHAMA AND KOBE	TAIWAN	13th July.
	TAIWAN	18th July.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS,
Hongkong, July 1, 1904.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon staterooms.
—Electric Light.—First-Class Cuisine.—Strong and
Stewardesses carried.—All the most up-to-date arrange-
ments for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila Direct	July 2, at 3 p.m.
RUBI	2540	R. W. Almond	Manila Direct	July 9, at 10 a.m.
PERLA	1860	A. H. Netley		

For Freight or Passage, apply to
Shewan, Tomes & Co.,
General Managers.
Hongkong, July 1, 1904.

STEAM TO CANTON.

THE new Twin Screw Steel Steamers
KWONG HOOW.
1,309 tons..... Captain J. F. MARTIN.
KWONG TING.
1,228 tons..... Captain H. W. WALKER.
Leave HONGKONG for CANTON at 8.30
Every Evening (Saturday excepted).
Leave CANTON for HONGKONG about
5 o'clock Every Evening (Sunday ex-
cepted).
These fine new Steamers have unex-
celled accommodation for First Class
Passengers and are fitted throughout by
Electricity.
Passage Fare—Single Journey.....\$4.00
Meals \$1.00 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON S.S. CO., LTD.,
YUEN ON S.S. CO., LTD.,
No. 8, QUEEN'S ROAD WEST.
Hongkong, February 18, 1904.

EAST PRAYA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG
GOVERNMENT AND THE MARINE
LOTHOLDERS BY SIR PAUL
CHATER.

The Full Details Printed in Pamphlet Form.
NOW READY.

Copies may be had at 'CHINA MAIL' Office,
Price 50 Cents each.

THE COMMERCIAL LAW AFFECTIONS CHINESE.

With Special Reference to
PARTNERSHIP REGISTRATION AND
BANKRUPTCY LAWS IN
HONGKONG.

(Reprinted from the 'China Mail'.)
For Sale at the 'China Mail' Office,
Price \$1.00.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship
HAILONG.
Captain GIBBS, will be despatched for
the above Ports on SATURDAY, the 2nd
July, at 2 p.m.

For Freight or Passage, apply to
DOUGLAS LARRAIE & Co.,
General Managers.
Hongkong, June 30, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
LOONGSANG.
Captain WISSE, will be despatched as
above on SATURDAY, the 2nd July, at
4 p.m.

This steamer has superior accommoda-
tion for First-Class Passengers, and is
fitted throughout with Electric Light and
carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, June 30, 1904.



STEAM FOR

STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship BENGAL, Captain
G. PHILLIPS, carrying His Ma-
jesty's Mails, will be despatched from
this for BOMBAY, etc., on SATURDAY,
the 2nd July, at Noon, taking Passengers
and Cargo for the above Ports.
S.B. and Valuable Mail Cargo for France,
Germany, etc., (under arrangement) will
be transhipped at Colombo into the m.l.
steamer proceeding direct to Marseilles and
other ports for London, etc., will
be conveyed from Bombay by the R.M.S.
"Admiral" on the 16th August.
Bills will be received at this Office
at 4 p.m. the day before sailing.
The date and value of all packages are
required.

Further Particulars, apply to
E. A. HEWITT,
Superintendent,
Hongkong, June 18, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PARIS-PORTS FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOO, ADEEN, EGYPT, MAR-
SEILLE, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
BRE. BORDEAUX.

Also
PORTS BRAZIL & RIVER
PLATE.

ON TUESDAY, the 12th July, 1904,
at 1 p.m., the Company's Steam-
ship YAA, Captain H. SELLERS,
with MAIL PASSENGERS, SPECIE,
and CARGO will leave this Port for
MARSEILLE, Ports of Call, without
stoppage.
Cargo and Passengers will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Co. will be granted till
Noon on WEDNESDAY, the 13th July.
Specie and Passengers received until 4 p.m.
on the same day. No Cargo will be re-
ceived on board WEDNESDAY.
Parcels are to be received on board;
they must be left at the Agency's Office,
Contents and value of Packages are re-
quired.
For further Particulars, apply at the
Company's Office.
G. CHAMPEAUX,
Agent,
Hongkong, June 1904.

MESSAGERIES L'ATONAISES.

J. TREVOUX & CO.

HONGKONG-CAN NIGHTLY SERVICE.

THE Commodore
PAUL
Captain FRANKLIN, will be despatched for
Canton at 9 a.m. on MONDAY, 7th JULY.
DAYS AND THURSDAYS, TUES-
DAYS and THURSDAYS, returning to
Canton at 8 p.m., taking passengers and
Cargo as usual.
The S.S. CHARLES ROUDOUIN
Captain NOEL, leaves Hongkong on MON-
DAYS, WEDNESDAYS, FRIDAYS,
at the usual hour.
These two magnificent up-to-date
Steamers are lighted with Elec-
tricity.
The Saloon is under European supervision.
First-class European \$5.00
Second-class European \$3.50
First-class Chinese \$2.50
Second-class Chinese \$1.50
Deck 30
The Company's Wharf is at the end of
QUEEN STREET, PRAYA WEST.
For further Particulars, apply to
J. DOLT,
The Pharmacy, Queen's Central
Hongkong, March 22, 1904.

ADVERTISEMENTS.

THE Attention of Advertisers is drawn
to the Latest Hours for placing
Advertisements and Correction of Adver-
tisements.

Advertisements and additions to Adver-
tisements on Pages 2, 3, 4 and 7, to be
sent to this Office not later than 11 p.m.
Advertisements should be sent to
G. M. J.
CHINA MAIL Office, May 1904.

Shipping.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin, Queensland
Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
AUSTRALIAN,
Captain McARTHUR, will be despatched for
the above Ports on SUNDAY, the 3rd
July, at Daylight.

This well-known Steamer is specially
fitted for Passengers, and has a Refrig-
erating Chamber, which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.

This Steamer is installed throughout with
the Electric Light.
A Surgeon and a duly qualified Sur-
geon are carried.

N.B.—To ensure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBBS, LIVINGSTON & CO.,
Agents,
Hongkong, June 27, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Philippine Ports.)

PROPOSED SAILINGS FROM HONGKONG.
To SAIL. 1904.

RICHMOND CASTLE.....About July 6.
ST. HILLANS.....July 15.
LOWTHER CASTLE.....July 31.

For Freight and further information,
Apply to
DODWELL & CO., LTD.,
Agents,
Hongkong, June 29, 1904.

STEAMSHIP SERVICE TO NEW YORK, VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)
THE Steamship
SCHUYLKILL,
will be despatched on or about SUNDAY,
the 10th July, 1904.

For Freight or further information,
Apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.
Hongkong, June 25, 1904.

'BEN' LINE OF STEAMSHIPS.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship
BENARY,
Captain BACHER, will be despatched as
above on or about WEDNESDAY, the
13th July.

For Freight or Passage, apply to
GIBBS, LIVINGSTON & CO.,
Agents,
Hongkong, June 25, 1904.

AUSTRIAN LLOYD'S NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE Direct, Calling at
SINGAPORE, PENANG, COLOMBO,
BOMBAY, ADEEN, SUEZ and
PORT SAID.

(Taking cargo at through rates to the
BRAZIL, to SOUTH AFRICA, PERSIAN
GULF, RED SEA, BLACK SEA, LEVANT,
VENICE and ADRIATIC PORTS.)

THE Company's Steamship
PERIA,
Captain CRAGG, will be despatched as
above on THURSDAY, the 21st July,
p.m.

For information as to Passage & Freight,
apply to
SANDER, WIELER & Co.,
Agents,
Prinze's Building,
Hongkong, June 27, 1904.

P. & O. S. N. Co.'s INTERMEDIATE LINE.

NEW and Well Appointed Twin Screw
S.S. SARDINIA,
6574 Tons.
will be despatched for LONDON DIRECT,
on or about 21st JULY.

Has Excellent Accommodation for First
& Second Saloon Passengers at Moderate
Rates.

To be followed by the Steamship
BORNEO,
4573 Tons, about 18th August.

For further Particulars, apply to
E. A. HEWITT,
Superintendent,
Hongkong, June 23, 1904.

NIPPON Yusen Kaisha.

AUSTRALIAN LINE.
FOR SYDNEY AND MELBOURNE,
VIA
MANILA, THURSDAY ISLAND,
TOWNSVILLE AND BRISBANE.

THE Co's Steamship
YAWATA MARU,
Captain will be despatched as
above on FRIDAY, the 24th July, at
4 p.m.

This well-known Steamer is specially con-
structed for service in the Tropics, and is
provided with superior Accommodation and
with all modern fittings and improvements
for the safety and comfort of Passengers.
Electric Light and Refrigerator. Doctor
and Stewardesses carried.

For Freight or Passage, apply at the
Company's Local Branch Office in Prince's
Building, First Floor, Queen Road.
A. S. YAMADA,
Manager,
Hongkong, June 25, 1904.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER GIUSAN.

FROM BOMBAY, COLOMBO AND
STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed
that their Goods are being landed and
placed at their risk in the HONGKONG AND
KOWLOON WHARF AND GODOWN COMPANY'S
Godowns at Kowloon, where each consign-
ment will be sorted out Mark by Mark and
delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo—
From LONDON, &c., ex s.s. Mongolia,
Palermo and Oriental.
From AUSTRALIA, ex s.s. India.
From CALCUTTA, ex s.s. Faina.
From PERSIAN GULF, ex s.s. B. I. S. N.
and B. and P. S. N. Co's steamers.

Optional Goods will be landed here un-
less instructions are given to the contrary
before 1 p.m. To-day.
Goods not cleared by the 6th July, at
4 p.m., will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.

Damaged packages must be left in the
Godowns for examination by the Con-
signees and the Company's representative
at an appointed hour. All claims must be
presented within ten days of the steamer's
arrival here, after which date they cannot
be recognized. No claims will be admitted
after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, June 30, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship Suikang,
having arrived from the above Ports,
Consignees of cargo by her are hereby in-
formed that their goods will be delivered
from alongside.

Cargo impounding the discharge or re-
maining on board after 4 p.m., the 30th
inst., will be landed at Consignees' risk
and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, June 28, 1904.

NOTICE TO CONSIGNEES.

STEAMER TONKIN.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON
ex s.s. Dordogne; from HAVRE
ex s.s. Dordogne, in connection
with above Steamer are hereby in-
formed that their Goods, with the exception
of Opium, Treasure, and Valuables, are
being landed and stored at their risk into
the Godowns of the HONGKONG KOWLOON
WHARF AND GODOWN COMPANY, LTD.,
Kowloon, whence delivery may be obtained
immediately after landing.</

Balmer 15-2

Chestnuts, Chinese,—Foong Lut	...	...	15	每担
Carambola,—Yeung Tuo	...	...	—	每担
Cocconuts,—Yeh Tsz	...	...	each 8	每担

100

